COIL-OVER CONVERSION
INSTALLATION GUIDE

CHEVROLET CORVETTE C7 (2014-2019)

FACTORY RACE 2.0 X2
DUAL SPEED COMPRESSION
DUAL SPEED REBOUND

883-30-004 Kit: MY14-19 Chevrolet Corvette, 2.0 On-Road FRS, X2, DSC, DSR

605-01-411 REV A

CONTENTS

INTRODUCTION

Thank you for choosing FOX direct-replacement shocks for your vehicle. FOX products are designed, tested, and manufactured by the finest professionals in the industry.

FOX recommends that you become completely familiar with the handling characteristics of your modified vehicle before operating it under rigorous conditions, helping to avoid potential rollover situations and other loss of control events. FOX further recommends that you use appropriate protective equipment at all times when operating your vehicle.

To achieve the best performance and product longevity, periodic service and maintenance is required. Please refer to the Service and Upgrades section for more information.

IN THE BOX

- Front Shocks and Rear Shocks
- Supplied Hardware
- Installation Guide

⚠ **WARNING:** If vehicle is equipped with an adaptive damping suspension system from the factory, a suitable delete kit will be required.

FRONT AND REAR SHOCK SUPPLIED PARTS

FRONT/REAR SHOCK ASSEMBLY			
FOX PN	**DESCRIPTION**	**QTY**	**NOTES**
883-30-004	LEFT/RIGHT SHOCK	4	Front and Rear Shocks

MOUNTING HARDWARE			
FOX PN	**DESCRIPTION**	**QTY**	**NOTES**
019-01-232	Bolt: M12 X 1.75 X 40 mm LG	8	Each shock uses two bolts and two washers on the top mount. These replace stock fasteners.
018-05-065	Washer: M12	8	
019-01-234	Bolt: M14 X 2.0 X 100 mm LG	2	Each rear shock uses one bolt, two washers, and one nut on the lower clevis.
019-01-231	Washer: M14	4	
019-00-026	Flange Nut: M14X2.0	2	
018-01-066	Socket Head Cap Screw: 8-32 X 0.750 LG	8	Each rear shock uses one reservoir mounting bracket; each reservoir mounting bracket uses two top clamps, two bottom clamps, and four screws.
026-01-324-2	Reservoir Clamp: Top	4	
026-01-325-2	Reservoir Clamp: Bottom	4	
026-01-326	Reservoir Bracket: MY14-19 Corvette	2	

⚠ WARNING

SAFETY INSTRUCTIONS

- Installation requires two people for safety purposes.
- FOX direct-replacement shocks are designed to fit and allow proper clearance with the stock suspension. If aftermarket suspension components are installed it is the customer's responsibility to ensure that interference between the FOX shocks and other vehicle components does not occur at any point in the shock stroke.
- FOX direct-replacement shocks should always be installed as a set for maximum performance.
- Proper installation and service procedures are essential for the safe and reliable operation of the suspension components, requiring the experience and tools specially designed for this purpose. Installation and maintenance procedures for this product must be performed by a qualified service technician to avoid potentially unsafe vehicle handling characteristics, which may result in SERIOUS INJURY or DEATH.
- Modifying your vehicle's suspension will change the handling characteristics of your vehicle. Under certain conditions, your modified vehicle may be more susceptible to loss of control or rollover, which can result in SERIOUS INJURY or DEATH. Thoroughly familiarize yourself with the modified vehicle handling characteristics before any rigorous vehicle operation. Wear protective body gear and a helmet when appropriate. Installation of vehicle roll bars or cage is highly recommended.
- FOX direct-replacement shocks are gas-charged and are highly pressurized. Placing shocks in a vise or clamp, applying heat, or attempting to open or service the shock without the proper tools and training can result in SERIOUS INJURY or DEATH. Do not attempt to modify, puncture or incinerate a FOX direct-replacement shock absorber.
- Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in SERIOUS INJURY or DEATH.

⚠ WARNING

INSTALLATION GUIDELINES

- Always use a chassis lift for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift to prevent the vehicle from slipping, falling, or moving during the installation process.
- DO NOT install any FOX product without the necessary special tools, expertise and chassis lift or you will subject yourself to the risk of SERIOUS INJURY or DEATH. If you elect to not use a chassis lift (which may result in SERIOUS INJURY or DEATH), ensure that the vehicle is: (1) on level ground, (2) that all tires on the ground during installation are blocked to prevent vehicle movement, (3) that at least two tires are on the ground at all times, and (4) that adequately secured jack stands are used to support the vehicle. NEVER get under the vehicle until you have checked to ensure that the vehicle will be stable during installation.
- FOX direct-replacement shocks are designed to fit your vehicle's shock mounts without modification except the reservoir placement on specific models and applications.
- If a preload adjustment is necessary for your application DO NOT adjust preload with the coil-over on the vehicle. Remove the coil-over from the vehicle and use a spring compressor to remove the lower spring hardware and spring. Once the spring is removed, you can adjust the preload ring.
- Any ride height adjustment should be made using spring preload ONLY. The lower mounting hardware is set from the factory to achieve optimal ride height.
- Your vehicle is equipped with a transverse leaf spring from the factory. These will be removed and replaced by FOX Coil-Over Shocks. Removal of these leaf springs can be very difficult and could require special tooling. This procedure requires special skills and expertise to handle and remove leaf springs. Without necessary tools, expertise, and capability, you subject yourself to the potential energy and spring tension of factory leaf springs, which can be released very suddenly and result in SERIOUS INJURY and/or DEATH.

FRONT SHOCK INSTALLATION

PREPARATION

1. Before raising the vehicle, if equipped with MagnaRide suspension, disconnect the connector from the inside of the engine bay. Please read the installation guidelines on page 4 for instructions on how to properly raise and secure the vehicle.
2. Remove both front wheels from the vehicle.

NOTICE: Medium-strength thread-lock is recommended on all bolts.

NOTICE: The spring preload is set by FOX to last the life of the product. Any additional spring preload may negatively effect the life of the spring. The 883-30-004 kit is designed for a stock weight vehicle.

NOTICE: The images in this manual are for reference only, and may not depict your exact parts or components. For the latest instructions, visit www.ridefox.com/manuals or talk to your dealer.

⚠WARNING: For safety, two people are recommended for this procedure to prevent any injury.

STOCK SHOCK REMOVAL

1. If equipped with MagnaRide, use a 10 mm wrench to detach the factory position sensor from the suspension arm only (Fig. 1).

   NOTICE: Do not remove the sensor link from the sensor side, as this has a high risk of damaging the sensor.
2. Use an 18 mm wrench and 8 mm socket (or wrench) to disconnect the sway bar from both sides (Fig. 2).
3. Use a T10 driver to remove the ABS cable/brake pad wear sensor bracket from the lower control arm (Fig. 3).

Fig. 1: MagnaRide: detach the factory position sensor.

Fig. 2: Remove the sway bar.

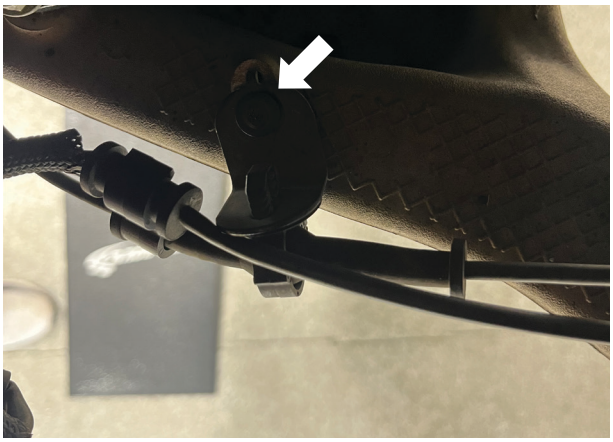


Fig. 3: Remove the ABS cable/brake pad wear sensor bracket.

4. Use an 18 mm wrench and 8 mm socket (or wrench) to remove the outer tie rod nut and remove the tie rod from the steering arm (Fig. 4). If necessary, use appropriate ball joint separator.
5. Securely support the suspension to prevent placing any tension on the brake lines (Fig. 5).
6. Use a 13 mm shallow socket or wrench on the bolt head and a deepwell 13 mm socket on the nut to remove the lower shock bolts (Fig. 6).

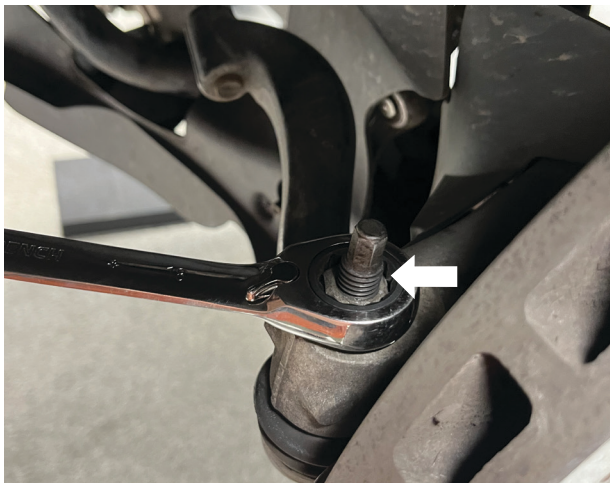


Fig. 4: Remove the outer tie rod from the steering arm.

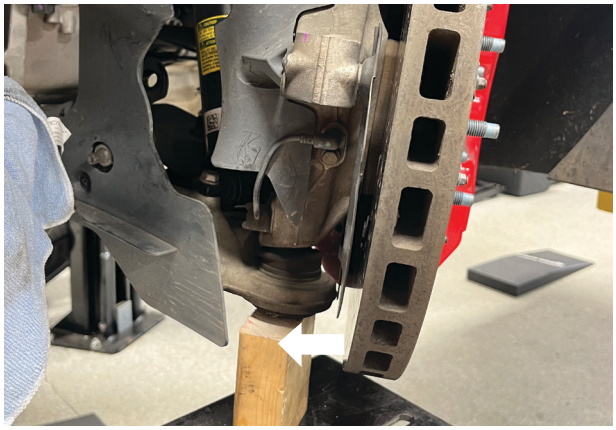


Fig. 5: Support the suspension.

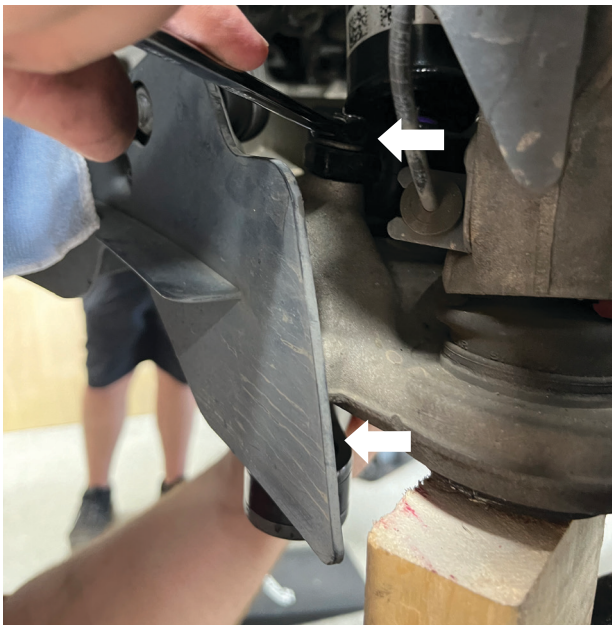


Fig. 6: Remove the lower shock bolts.

7. Use an 18 mm socket to remove the upper shock bolts (Fig. 7).
8. Use a 15 mm socket to remove the upper control arm bolts from the frame (Fig. 8). Be sure to note the quantity and position of the alignment washers on the control arm mounting bolts.

   IMPORTANT! The washers and bolts will need to be placed in the same position during re-installation.
9. While holding the spindle/knuckle, carefully remove the shock. **NOTICE:** Be very careful not to damage the shock wires (when equipped with MagnaRide) (Fig. 9).

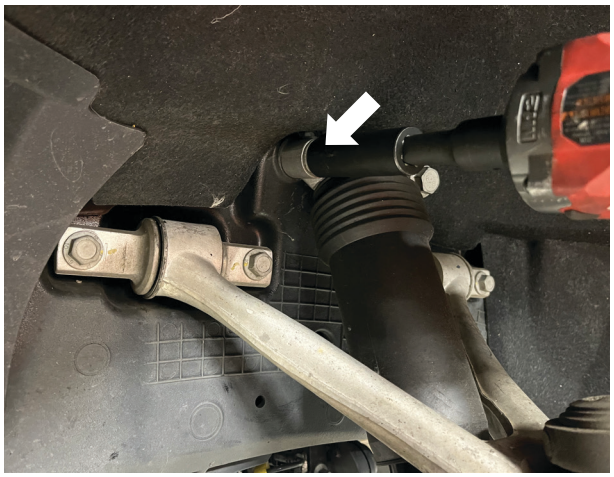


Fig. 7: Remove the upper shock bolts.

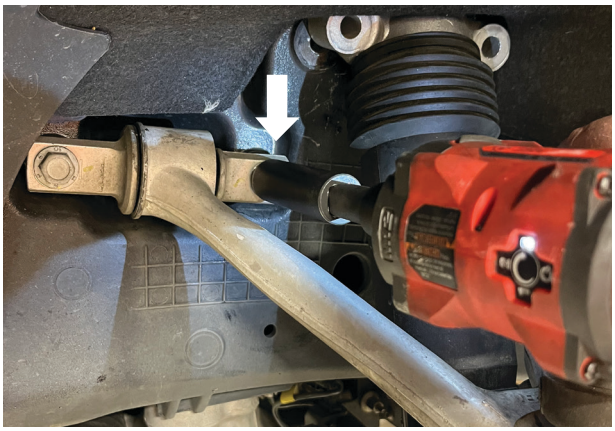


Fig. 8: Remove the upper control arm bolts.

Fig. 9: Remove the shock.

10. **CAREFULLY** remove the support from the suspension. You may require another person to hold the spindle during this step. You may choose to remove the brake caliper assembly in order to prevent tension on the wires/lines.

    NOTICE: Ensure the wires and/or lines are NOT pulled, stressed, or damaged during this step.

11. Use a 10 mm socket to loosen the jack screw until the pad is touching the leaf spring (Fig. 10).

12. Use a 13 mm socket, and in a circular or alternating pattern, incrementally loosen and remove the (4) leaf spring mounting bolts (Fig. 11).

    ⚠CAUTION: Do **NOT** completely loosen the mounting bolts one at a time. This will create uneven spring load and can result in difficulty removing the other fasteners, and or frame damage. Make sure to loosen and remove the mounting bolts in an alternating pattern in increments.

13. Slide the leaf spring to one side of the vehicle until the opposite side can be pulled down to clear the lower control arm. Then, remove the leaf spring (Fig. 12).

    ⚠WARNING: This may require the use of a special tool for leaf spring removal and/or an additional person to push down on both lower control arms. Be very careful not to stress or damage the brake lines or sensor wires during this process.

    TIP: Reinstall the leaf spring mounting bolts to help prevent thread damage or debris build-up (optional), in the case that the leaf springs are used in the future.

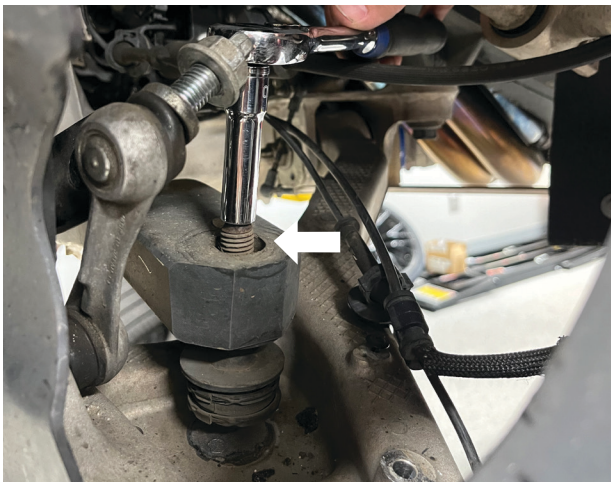


Fig. 10: Loosen the jack screw until the pad is touching the leaf spring.

Fig. 11: Alternately and incrementally loosen the leaf spring mounting bolts.

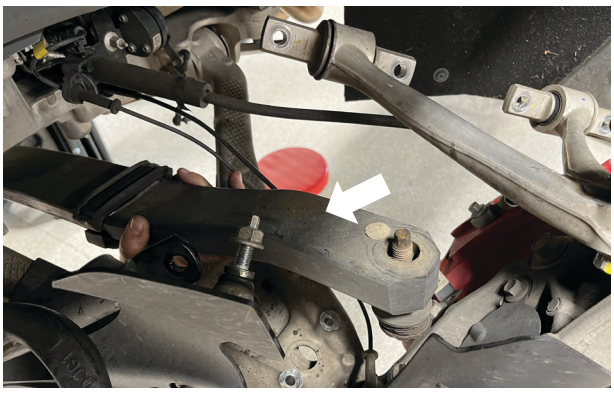


Fig. 12: Remove the leaf spring.

FOX SHOCK INSTALL

⚠WARNING: For safety, two people are recommended for this installation procedure to prevent any injury.

1. Install the FOX shock assembly with the reservoir facing the rear of the vehicle. Make sure the reservoir is also facing inboard (Fig. 13).
2. Hand thread (do not use tools) the supplied bolts and washers through the upper shock mount into the chassis (Fig. 13).

   ⚠CAUTION: Do not use any tools, as this could damage the frame threads. Hand thread only.
3. Reinstall the upper control arm. Reinstall the factory washers into their original location, as noted on page 8. Hand thread 2-3 turns.
4. Use a T10 driver to reinstall the ABS cable/brake pad wear sensor bracket.
5. Install the original nuts and bolts of the lower shock through the lower control arm, but do not tighten at this time (Fig. 14).
6. Torque the upper control arm bolts to OEM specifications (Fig. 15).

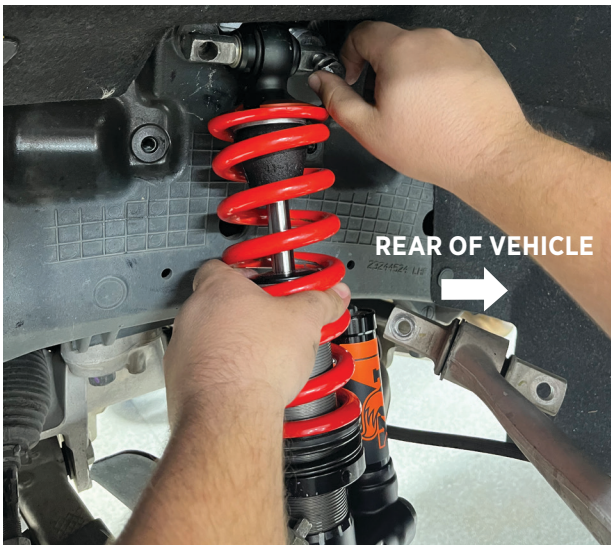


Fig. 13: Install the FOX shock; reservoir inboard and facing rear of vehicle.

Fig. 14: Install the OEM shock mount bolts into the lower control arm.

Fig. 15: Torque the upper control arm bolts to OEM specifications.

7. Reinstall the tie rod end into the steering arm and torque to OEM specifications (Fig. 16).
8. Use a 19 mm socket to torque the upper shock bolts to OEM specifications.
9. Torque the lower shock bolts. The lower bar pin on the shock mount is slotted to allow for centering of the coil spring within the upper control arm. Ensure the spring is centered between the upper control arm legs (Fig. 17).
10. Reinstall the sway bar arm and torque to OEM specifications. (Fig. 18).

    NOTE: The ABS bracket may need to be bent slightly for additional clearance to the adjusters.

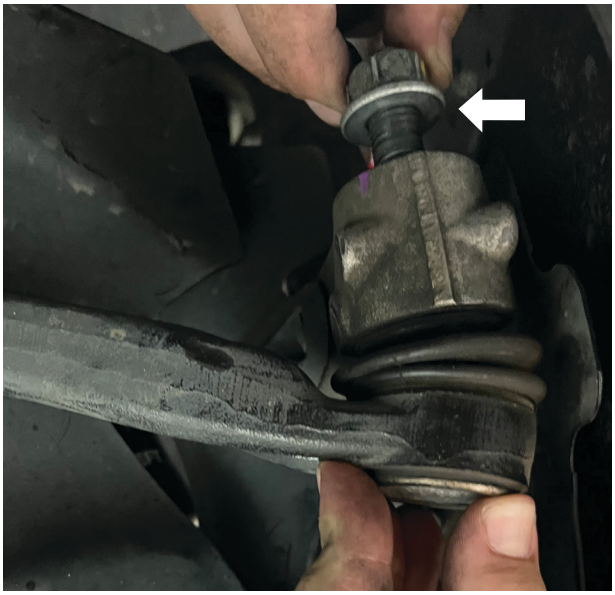


Fig. 16: Reinstall the tie rod end.

Fig. 17: Center the spring between the upper control arm legs.

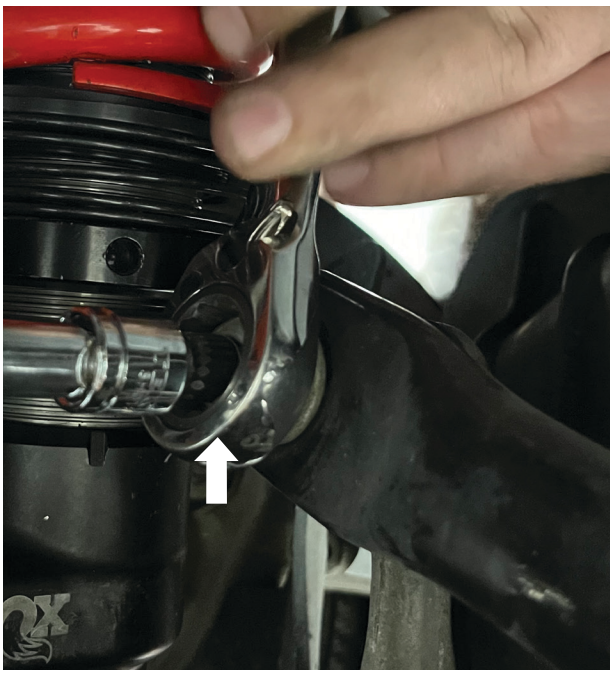


Fig. 18: Reinstall the sway bar arm.

11. If the vehicle is equipped with position sensors, reinstall them.
12. Repeat the steps in this entire section for the opposite side of the vehicle.
13. If the vehicle is equipped with MagnaRide suspension, install the appropriate delete kit (sold separately) and ensure it is secure and cannot be pinched or crushed.

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle.
3. Check that the suspension has proper clearance by steering completely in both directions.
4. It is highly recommended your wheel alignment is checked.

   ⚠WARNING: Failure to maintain proper wheel alignment will result in premature tire wear and changes in vehicle handling.

REAR SHOCK INSTALLATION

PREPARATION

1. Please read the INSTALLATION GUIDELINES section for instructions on how to properly raise and secure the vehicle.

NOTICE: Medium-strength thread-lock is recommended on all bolts.

NOTICE: The spring preload is set by FOX to last the life of the product. Any additional spring preload may negatively effect the life of the spring. The 883-30-004 kit is designed for a stock weight vehicle.

NOTICE: The images in this manual are for reference only, and may not depict your exact parts or components. For the latest instructions, visit www.ridefox.com/manuals or talk to your dealer.

⚠WARNING: For safety, two people are recommended for this procedure to prevent any injury.

STOCK SHOCK REMOVAL

1. Remove the rear wheels from the vehicle.

   NOTE: It is recommended to remove the fender liners for ease of disassembly and reassembly, and to allow greater access to the suspension components.

   NOTE: If equipped with MagnaRide, unplug the connectors, and use a trim tool to remove it from the frame (Fig. 19-20).

2. Use a 10 mm wrench to remove the position sensor from the lower control arm (Fig. 21).

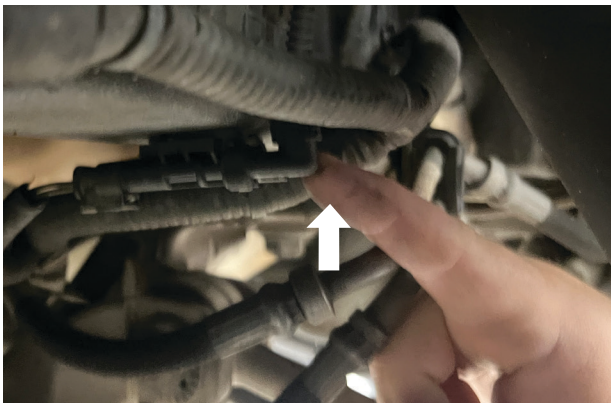


Fig. 19: Remove MagnaRide (if applicable).

Fig. 20: Remove MagnaRide (if applicable).

Fig. 21: Remove the position sensor.

3. Use an 8 mm socket or wrench and an 18 mm wrench to disconnect the sway bar link from the lower control arm (Fig. 22).
4. Use a 15 mm socket to remove the upper control arm from the chassis (Fig. 23).

   IMPORTANT: Be sure to document the location and quantities of the factory spacers. You will need to reinstall these in the same location later in the procedure.
5. Use a 21 mm socket and wrench to remove the stock lower shock bolt (Fig. 24).

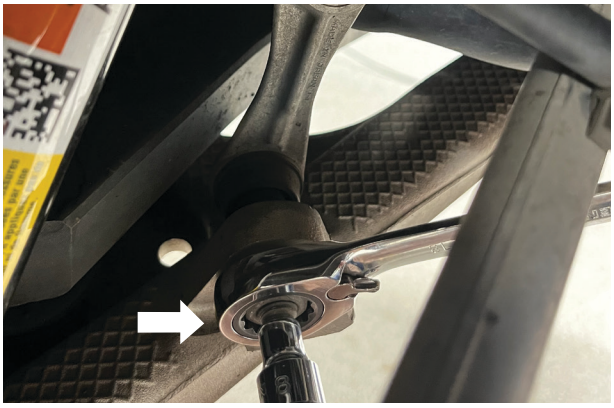


Fig. 22: Disconnect sway bar link.

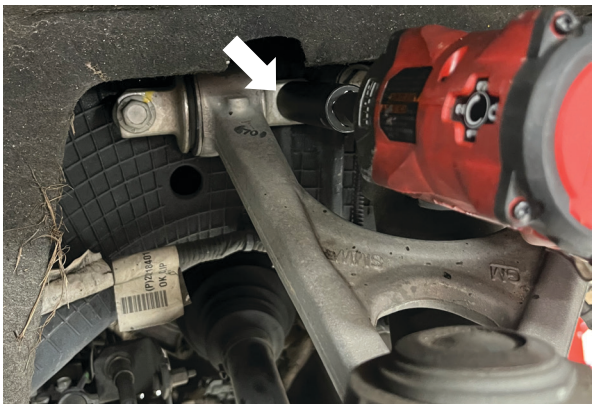


Fig. 23: Remove upper control arm.

Fig. 24: Remove stock lower shock bolt.

6. Use an 18 mm socket to remove the upper shock bolts (Fig. 25).
7. Remove the stock shock.

   NOTE: It is recommended to loosely install the foremost upper control arm bolt by hand, about 2-3 turns. Ensure there is sufficient thread engagement (Fig. 26). This will hold the suspension up and remove stress from brake lines.
8. Repeat the steps 2-7 of this procedure on the opposite side of the vehicle.
9. Use a 13 mm socket, and in a circular or alternating pattern, incrementally loosen and remove the (4) leaf spring mounting bolts (Fig. 27).

   ⚠CAUTION: Do **NOT** completely loosen the mounting bolts one at a time. This will create uneven spring load and can result in difficulty removing the other fasteners, and or frame damage. Make sure to loosen and remove the mounting bolts in an alternating pattern in increments.
10. Carefully slide the leaf spring to one side of the vehicle until it can be pulled down to clear the lower control arm on the opposite side. Then, remove the leaf spring.

    ⚠WARNING: This may require the use of a special tool for leaf spring removal and/or an additional person to push down on both lower control arms. Be very careful not to stress or damage the brake lines or sensor wires during this process.

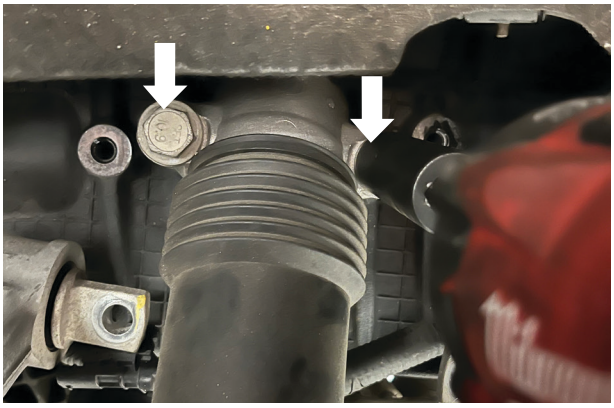


Fig. 25: Remove the upper shock bolts.

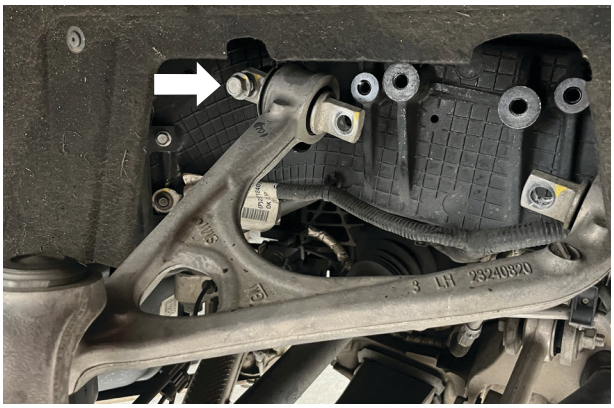


Fig. 26: Loosely install the front upper control arm bolt.

Fig. 27: Loosen and remove the 4 leaf spring mounting bolts.

FOX SHOCK INSTALL

⚠WARNING: For safety, two people are recommended for this installation procedure to prevent any injury.

1. Install the provided reservoir mounts by utilizing the factory leaf spring mounting bolt holes (Fig. 28).
2. Install the FOX shock with the adjusters facing toward the rear and inboard of the vehicle (Fig. 29). Make sure the remote reservoir hose is routed between the legs of the lower control arm.
3. Install the provided bolt and washers into the upper shock mount, but do not torque them yet.
4. Install the provided lower shock bolt and washer from the rear of the vehicle and hand tighten the provided nut and washer on the front side.

   ⚠WARNING: If the emergency brake line is contacting the shock, minimally bend to clearance (Fig. 30). Failure to achieve clearance can result in damage and/or failure to the brake line and/or shock components. The parking brake should not be set to relieve tension from the inner cable while checking this adjustment.
5. Reinstall the upper control arm. Reinstall the factory washers into their original location, as noted on page 15. Hand thread 2-3 turns.

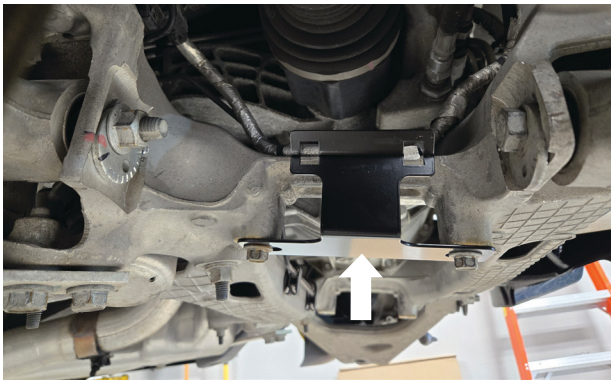


Fig. 28: Install reservoir mounts.

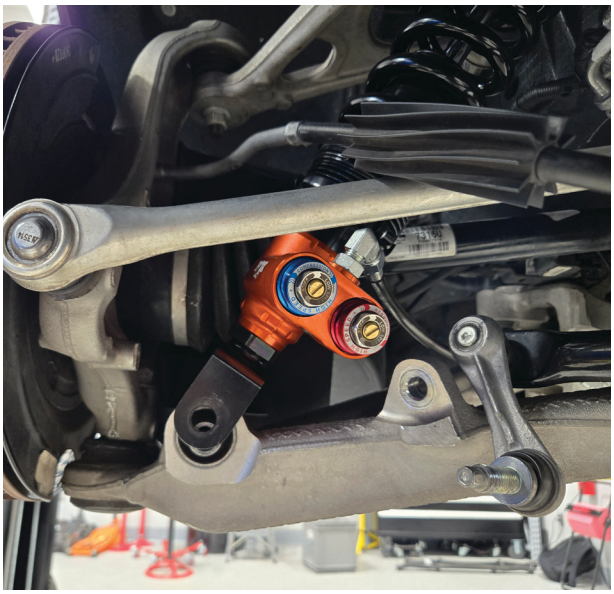


Fig. 29: Install shock with adjusters inboard and toward rear of vehicle.

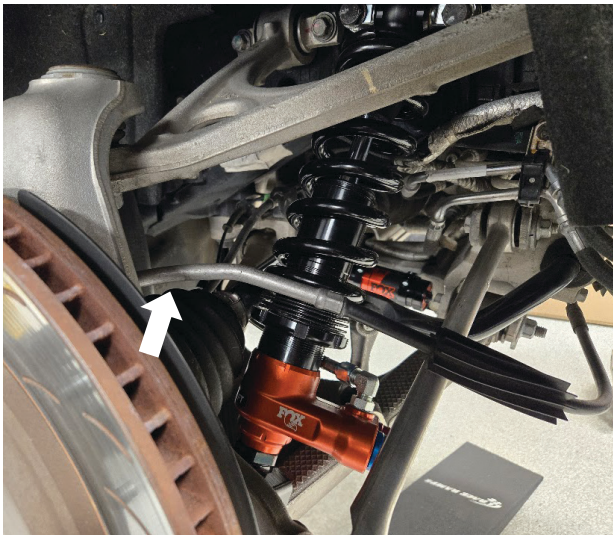


Fig. 30: Emergency brake line clearance.

6. Torque the upper control arm bolts to OEM specifications (Fig. 31).
7. Torque the upper shock bolt to OEM specifications.
8. Torque the lower shock bolt and nut to 122 ft-lb.
9. Install the sway bar link to the lower control arm and torque to OEM specifications (Fig. 32).

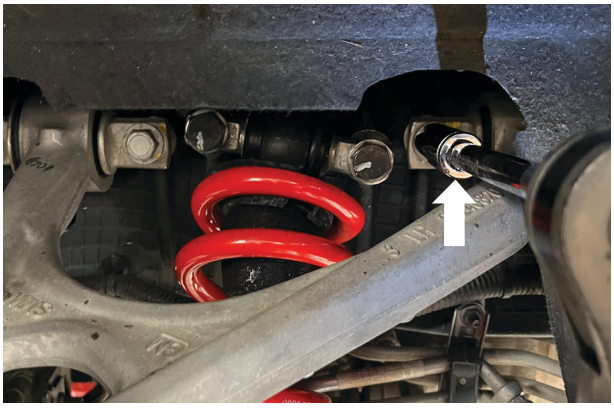


Fig. 31: Torque the upper control arm.

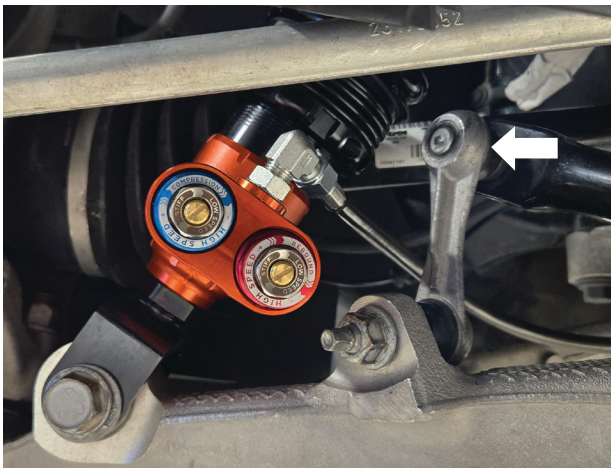


Fig. 32: Install the sway bar link.

10. Install the reservoir to the bracket using the provided clamps (Fig. 33-34). Torque to 24 in-lb.

    NOTE: Ensure the reservoir is centered between the lower control arm hardware, and that the hose is not interfering with any suspension components (Fig. 35a and Fig. 35b).

Fig. 33: Exploded view of reservoir/bracket/clamp assembly.

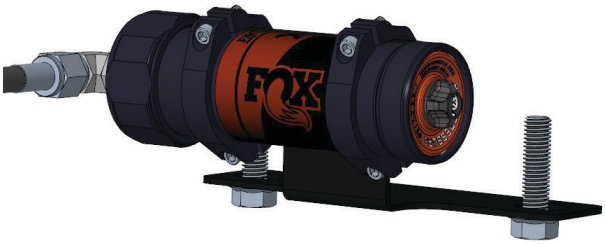


Fig. 34: Reservoir/bracket/clamp assembly.

Fig. 35a: Reservoir and hose clearance.

Fig. 35b: Reservoir and hose clearance.

11. Install the position sensor onto the lower control arm, ensuring the hose is routed behind the sensor (Fig. 36).
12. If the vehicle is equipped with MagnaRide suspension, install the appropriate delete kit (sold separately) and ensure it is secure and cannot be pinched or crushed.
13. If the fender liners were removed, reinstall them now.

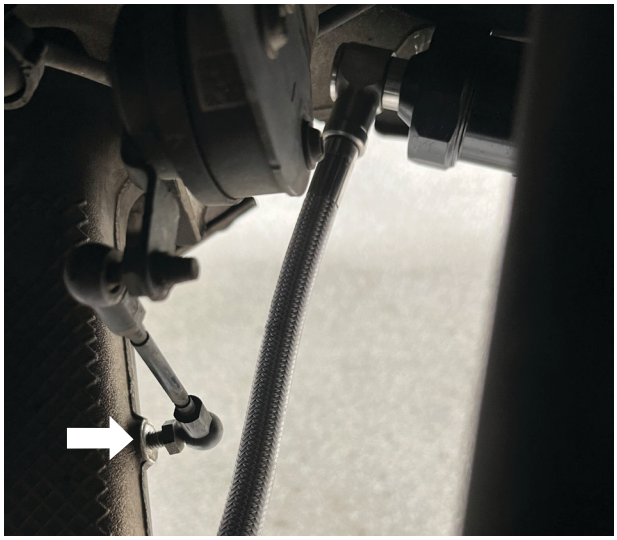


Fig. 36: Install the position sensor; hose routed behind sensor.

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle.
3. It is highly recommended to have your wheel alignment checked and adjusted as necessary.

   ⚠WARNING: Failure to maintain proper wheel alignment will result in premature tire wear and changes in vehicle handling.

FOX FACTORY X2 DSC/DSR

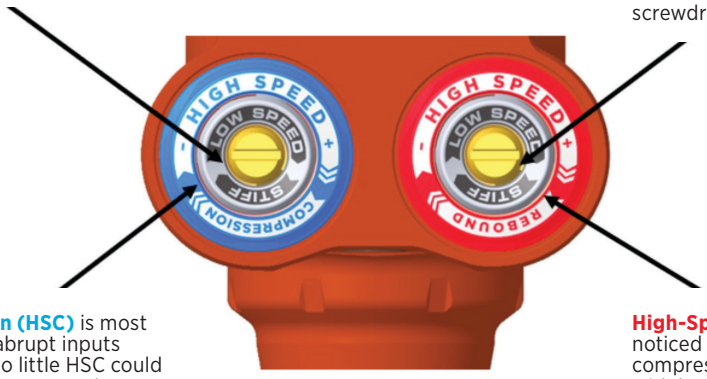
RECOMMENDED STARTING SETTINGS

The recommended settings in this tuning guide are suggested starting points. The is no singular ideal vehicle setup for all conditions. As you drive and begin to familiarize yourself with the handling of your new FOX Factory suspension, adjust your damper settings as needed.

Your FOX Factory Race Series dampers perform multiple important functions on your vehicle. At a high level, these functions can be grouped into the categories of grip, driver control, and ride comfort. These functions can often conflict with one another, and the right compromise can vary with track/road conditions, driver preference, and other accompanying vehicle modifications. Your ideal damper setting may vary from street to track, or even track to track. **Take notes!** Don't be afraid to experiment, as this product was tested on your vehicle platform through its entire adjustment range.

Low-Speed Compression (LSC) for general platform control from driver inputs and gradual road inputs. Too little LSC can cause a loose/soft feeling car. Too much LSC can increase harshness and reduce grip (especially in slick conditions). Adjust with a flat head screwdriver.

Low-Speed Rebound (LSR) is typically the change drivers will notice the most. LSR increases responsiveness and the "pinned down" feeling many drivers desire. Like LSC, too little LSR can result in a car that feels floaty or bouncy. Too much LSR can result in the car becoming skittish and reduce grip over uneven surfaces. Adjust with a flat head screwdriver.



High-Speed Compression (HSC) is most associated with large or abrupt inputs from the road surface. Too little HSC could cause the dampers to bottom over bumps and square edge inputs. Too much HSC can lead to harshness or being pushed off line by large inputs such as track curbing. Adjust with a 17 mm socket/wrench.

High-Speed Rebound (HSR) is often noticed immediately following a high-speed compression event. Rebound speeds increase with large amount of stored spring energy (caused by large compression strokes), or when the ground abruptly drops away while the suspension is loaded. Too little HSR can cause the vehicle to "hop up" or over-extend the dampers after a large suspension input. Too much HSR can cause the vehicle to not recover to ride height quick enough and lead to "jacking down" in bumpy conditions. Adjust with a 17 mm socket/wrench.

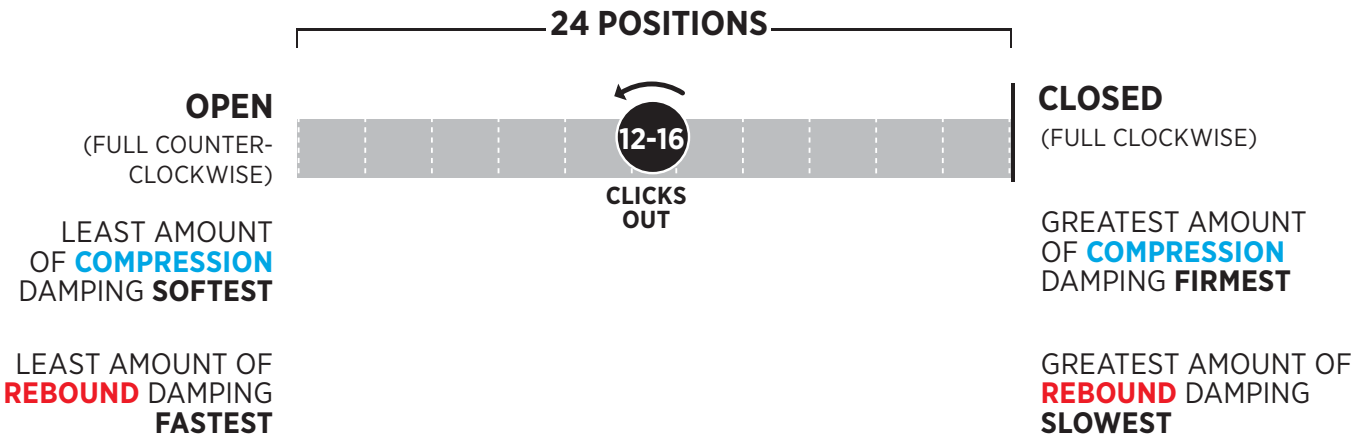
Remember! "High speed" in the context of damper settings is referring to the damper shaft velocity, not the vehicle's velocity. Large displacement inputs at relatively low vehicle speeds can produce high speed damper velocities. Small inputs at high vehicle speeds are typically still low speed damper velocities.

RECOMMENDED START SETTINGS, CONTINUED

The ranges in the table below can be considered starting points for damper settings. All adjusters have 24 “clicks” or positions. Adjustments are “clicks out” from zero, with zero position being the adjuster turned full clockwise (closed). All adjusters do not have to be at the same click position. They may need to be in differing positions to reach the optimal setup for your usage and preferences.

Suggested Start Settings	
Driving Style	**Adjuster Stating Range**
Comfort	16-20 clicks out
Sport	12-16 clicks out
Track	6-12 clicks out

EXAMPLE DAMPER ADJUSTMENTS



MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

To avoid corrosion, you should keep the shocks and springs clean, free of dirt and moisture. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion. Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring. This will make the adjustment easier and reduce wear.

Ideally, the shocks should be clean around the adjusters. Use a small amount of contact cleaner before making adjustments will keep these parts clean and operating smoothly for years

NOTICE: Keep the shock and spring clean and free of dirt or water to avoid corrosion. Keep the shock shaft clean and free of mud. Avoid using a high-pressure washer near the shaft seals and adjusters. Before adjusting preload or the crossover ring, clean the threads of the shock body for easier adjustment and mitigating wear.

FOX SERVICE AND UPGRADES

HAVE YOUR FOX SHOCKS SERVICED BY FOX TECHNICIANS. CALL OUR SERVICE CENTER AT 619.768.1800 TO GO OVER THE SERVICE AND UPGRADE OPTIONS AVAILABLE FOR YOUR PRODUCT. ONCE YOU'VE SETUP YOUR SERVICE AND/OR UPGRADES YOU WILL RECEIVE A RETURN AUTHORIZATION NUMBER AND SHIPPING INSTRUCTIONS.

COMPLETE SERVICES
Every 50,000 miles

SERVICE MENUS AND PRICING
visit ridefox.com/service

WARNING: Cancer and Reproductive Harm – www.P65Warnings.ca.gov

WARRANTY INFORMATION

FOX LIMITED WARRANTY

FOX Factory, Inc., a Georgia corporation having an office at 6634 Highway 53 Braselton, GA 30517 (“FOX”), makes the following LIMITED WARRANTY with respect to its suspension products:
LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS.

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. Unless otherwise required by law, this warranty expires one (1) year from the date of the original FOX suspension product retail purchase from an authorized FOX dealer or from a FOX authorized Original Equipment Manufacturer where FOX suspension is included as original equipment on a purchased vehicle. If law requires a warranty duration of greater than one (1) year, then, subject to the other provisions hereof, this warranty will expire at the end of the minimum warranty period required by such law.

TERMS OF WARRANTY

This warranty is conditioned on the FOX suspension product being operated under normal conditions and properly maintained as specified by FOX. This warranty is only applicable to FOX suspensions purchased new from an authorized FOX source and is made only to the original retail owner of the new FOX suspension product and is not transferable to subsequent owners. This warranty is void if the FOX suspension product is subjected to abuse, neglect, improper or unauthorized repair, improper or unauthorized service or maintenance, alteration, modification, accident or other abnormal, excessive, or improper use.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX’s sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect.

THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.

CONTACT

FOX RACING SHOX
A DIVISION OF FOX FACTORY INC.

SALES
750 Vernon Way, Suite 101
El Cajon, CA 92020
1.800.FOX.SHOX (1.800.369.7469)
orsales@ridefox.com

SERVICE
13461 Dogwood Drive
Baxter, MN 56425
1.800.FOX.SHOX (1.800.369.7469)
servicemn@ridefox.com